during the years 2003-04 and 2004-05, and causes thereof, are as under:—

Cause of Accidents	2003-2004	2004-2005*
Number of Accidents	325	234
Failure of Railway Staff	161	135
Failure of Other than Railway Staff	107	75
Equipment Failure	18	2
Sabotage	18	7
Incidental	17	15
Cause not established	2	—
Combination of factors	2	—

(*Figures are provisional)

Safety is the prime concern of Indian Railways and the monitoring and review of the safety performance is a continuous exercise. Suitable remedial steps, as warranted, are also undertaken. The Railway Safety Review Committee (RSRC)-1998, in its report made a total of 278 recommendations, of which 240 have been accepted/partially accepted. 167 of these have been already implemented upto October 2005, and the remaining are at various stages of implementation.

Other measures undertaken to prevent train accidents include adoption of suitable modern technologies for interlocking and signaling systems, upgradation of standards of track and rolling stock, modernization of maintenance practices, checks on observance of safety precautions and provisions of Anti Collision Device. A corporate safety plan (2003—13) has been drawn up and is being followed.

Execution of new rail lines in Tamil Nadu

414. SHRI T.T.V. DHINAKARAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that about a dozen of new railway lines pertaining to Tamil Nadu for which surveys have been completed since 1997-98 have not been taken up for execution;

(b) if so, the details of those railway lines indicating the length and estimated cost of each line;

(c) the reason for non-execution of these surveyed lines, so far; and

(d) by when Government are likely to take them up for execution?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) The information is being collected and will be laid on the Table of the House.

Computerised reservation counter at Pendurthy

415. SHRI NANDI YELLAIAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Pendurthy Mandal of Visakhapatnam district, Andhra Pradesh, is a fast growing and industrial area, which requires Computerised reservation counter;

(b) whether this Ministry is considering to set up a computerised reservation counter for catering the need of the commuters;

(c) if so, by when it is likely to come into existence; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) No, Sir.

(c) Does not arise.

(d) As per the extant reservation policy, Computerised Reservation Facilities are introduced at the stations having reservation related workload of 100 transactions per day or more, such as District Headquarters, important tourist centres and other important stations. Pendurthy railway station does not fulfil any of the criteria of the reservation policy. As such, the station does not qualify for computerised reservation facility at present.